

completion of his apprenticeship, in 1849, obtained the appointment of Assistant-Engineer, under Mr. Abernethy, to the Swansea docks. In November, 1853, he entered the office of Mr. Abernethy in London, and in July of the following year he took charge of a section of the works of the South-Eastern railway of Switzerland for the contractor, Mr. Edward Pickering. He remained in Switzerland till January, 1857, and in September of the same year he was appointed to the staff of the Madras railway, and took charge of a district containing some difficult and important works, amongst which the chief one was a large bridge over the river Thoota. He left India on the expiration of his engagement, in July, 1861, the Madras Railway Company at that time declining to renew engagements, owing to a check in the influx of the requisite funds for carrying on works.

In May, 1863, he was engaged by Messrs. William and John Pickering to accompany Mr. Samuel, M. Inst. C.E., the Engineer of the Nicaragua Canal Company, over the proposed line of navigation, with a view to advising them in tendering for the execution of the works. He completed this commission in September of that year. In May, 1864, he was appointed by Messrs. Smith, Knight, and Co., to explore the proposed line of railway from Ismid, by Angora, to Sivas, in Asia Minor. He made rough surveys and estimates of the section from Ismid to Angora, but the project was abandoned, and he returned to England after an absence of four months. In September, 1866, he was appointed Chief Resident-Engineer of the Mexican railway—then the Imperial Mexican—of which Mr. Samuel was the Consulting Engineer. This appointment he held till the death of the Emperor Maximilian, in 1867, when he returned to England, passing through the United States and Canada. In January, 1869, he resumed his appointment in Mexico, but held it for a very short time, returning to England in ill health on the 20th of June, and on the same day in the following year he died at Edinburgh.

Mr. Fraser had been an Associate of the Institution from the 1st of December, 1863.

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MR. WILLIAM GAMMON, the son of Mr. Edwin Benjamin Gammon, was born on the 29th of November, 1841. He was educated at Hockley, Laleham, and Peckham; and in 1859 was apprenticed for three years to Mr. John Strapp, M. Inst. C.E., having previously, for nine months, been in business with his father. On the expiration of his indentures he was employed for

one year as an assistant-engineer on the South Western railway. At the age of twenty-one he entered into partnership with his father, who was engaged in the execution of different railway and other contracts, such as building the locomotive and carriage sheds for the South Western railway at Nine Elms. The firm also carried out extensive works at Gillingham, for Government; and one of the contracts for the docks and sea-walls at that place was intrusted to them. He died on the 28th of September, 1870, from the effects of rheumatic fever, having been elected an Associate of the Institution on the 3rd of March, 1868.

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MAJOR-GENERAL SIR JOHN WILLIAM GORDON, K.C.B., was the eldest son of Colonel Thomas Gordon, of Harperfield, in Lanarkshire. This estate came to him while he was still young, at his father's death; and through his mother, Miss Nisbet, of Carfin, in the same county, niece of Andrew, last Earl of Hyndford, he not long after inherited Carfin and Maudslie Castle, formerly part of the Hyndford property. He was therefore born to such good prospects as would have indisposed most young men to steady exertion; but of his own choice he entered a hard-working profession, to labour thenceforward as though dependent wholly on it. His ample means he throughout life treated as a steward for others rather than an owner. From a private school at Bexley, in Kent, he passed the entrance examination—not very difficult in those days of nomination—into Woolwich Academy. During his cadet life he was remarkable chiefly for his physical powers, his carelessness of danger, and his steady application to work. To the latter almost entirely—for young Gordon was not gifted by nature with quickness of parts—he owed the prize he worked for, a commission in the Royal Engineers. The times were those of profound peace. In no part of the army did mere soldiery promise any special advantage, and perhaps least of all in the Engineers, whose war duties were almost ignored. Gordon passed from his first home station to North America, undistinguished from other subalterns; for the simple habits of life which were to him as a nature, prevented his being even known generally to be more wealthy than his fellows. He left Halifax after a long term of duty there, much regretted by a few friends who had discovered the sterling worth which was concealed by a reserved exterior, and learnt something of the kind deeds which he had already begun to practise the doing of in secret. But to the many he was known chiefly by his great height and by the endurance and

[1870-71. N.S.]